

For 1st RR into Heber  
List RR Station Agents

Ref: ARJUM pp

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Shown here is the loading station adjacent to the depot.

Railroad travel became a reality in Heber on September 29, 1899 when the Denver and Rio Grande Western Railroad opened a line from Provo through to the Wasatch area.

The line had long been awaited by Heber residents because it would enable them to ship their livestock and farm commodities to outside markets. The feeling of the day was described in an article in the "Wasatch Wave" which stated:

**RAILROAD COMPLETED FRIDAY, SEPTEMBER 29, 1899**  
Heber Now in Touch with Outside World

E. W. Sullivan appointed station agent at Heber—Schedule very satisfactory—Two trains arrive in and leave Heber each day.

"The Provo Canyon branch of the Rio Grande Western Railroad which connects Heber City with Provo is now completed and ready for business. The length of the road is 25.8 miles. There are seven stations on the line between Provo and Heber. Their names and their distances from Provo are as follows: Smoot, one mile; Crahurst, six miles; Nunns, nine miles; Falls, ten miles; Forks, twelve miles; Wallsburg, eighteen miles; Charleston, twenty-one miles. None of these stations will have an agent. E. W. Sullivan has been appointed agent at Heber. He comes well recommended, having been in the employ of the company for a number of years.

"Elsewhere in this issue will be found the time table showing the arrival and departure of trains. This schedule is very satisfactory indeed. The trains connect at Provo with the fast-continental trains both east and





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Pictured on this train leaving the Heber Depot are Laura Clyde, H. Clay Cummings, Nora Clyde, Elthoria Hicken, Storm McDonald and one unidentified man. Railroad travel was a real boon to valley residents.

west without any of those long, tiresome waits. If you have business in Salt Lake you can take the 6:40 A.M. train—arrive in the City 10:00 o'clock; returning you can leave Salt Lake at 5 o'clock P.M. and reach Heber at 8:05. This gives you seven hours in the metropolis, and the whole of the business day in the city which is from 10 o'clock to 5. On the other hand our Salt Lake friends can leave there at 8 A.M., reach Heber at 11:10 A.M. spend  $3\frac{1}{2}$  hours in Heber and leave at 2:20, arriving in Salt Lake at 5:35 in the evening."

The community leaders were sufficiently moved by the significance of the occasion that they planned a special railroad holiday on Friday, October 6, 1899 and invited people from all over the state to attend.

The railroad company set up a special train of seven cars which arrived in Heber at 3 p.m., carrying many state dignitaries, including Governor J. T. Hammond, Provo City officials and some 400 persons.

Residents of Heber and Wasatch County along with the Heber Brass Band met the train and its passengers at the depot and proceeded to the court house yard where a special platform had been erected.

Here a special program began with an address of welcome by Abram Hatch, stake president. Mayor Jones of Provo made a brief response and each of the state officials present spoke for a few minutes. These included Gov. Hammond, James Chipman, state treasurer; Morgan Richards, Jr., state auditor; J. J. Thomas, secretary of the state board of equalization and U. S. Senator Reed Smoot. Numerous railroad officials and officers

of Provo City were also honored. Music was furnished by quartets from Heber and Provo and by the Heber Brass Band.

After the program the large crowd adjourned to Heber Social (old hall) Hall where they were served free food between 4 and 7 p.m. A dance in Turner's Hall during the evening concluded the festivities. The special train left Heber shortly after 10 p.m. and arrived in Provo at 12:30 a.m.

Of the day's activities, the "Wave" commented:

"All seemed to enjoy themselves during the afternoon and evening, and we believe the visitors went home feeling that they had been well treated by the people of Heber and having a somewhat warmer feeling toward us than they formerly had."

The coming of the railroad gave rise to a number of related businesses, including "hack" service. Frank Carlile of the Heber Livery Stable was one of the most reliable drivers of the time. He met all the trains leaving town or arriving. Often his hack was so loaded with townspeople, traveling salesmen or other travelers that two or three had to stand on the step at the rear of the buggy. His reputation was for reliability, and people knew they could always catch their train if they rode with Frank Carlile.

Station agents that have followed Mr. Sullivan include A. A. Tyree, assisted by Nate C. Coleman; a Mr. Harmon; Joseph Ely who served some 20 years, and the present agent, Roger Felt, who has been at the station some 19 years.

Advancements in truck transportation and the convenience of automobile travel has cut deeply into the railroad's business, so that the train makes only one run into the valley each week at present.



Lt. Russell Maughan flew the first airplane into Heber in 1921. Schools were closed and people gathered to look at their first flying machine. Shown here is some of the crowd that gathered around the old DeHaviland plane.

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## FLYING

The first airplane to land in Wasatch County came in 1921 when Lt. Russell L. Maughan flew an Army DeHaviland plane into Heber to pay a call on his mother-in-law, Mrs. David Fisher.

Lt. Maughan later won international fame when, on June 21, 1925, he left Mitchell Field in New York at dawn and flew non-stop to San Francisco by dusk.

When he came to Heber he landed on the James W. Clyde farm at Sixth South and Main. It was the first time many of the residents had seen an airplane. Schools were dismissed the following day so that students could witness the "take-off."

In later years a modern up-to-date airport was built south of Heber for private as well as emergency aircraft use.

## HOTELS AND MOTELS

Travel in and out of Heber by whatever means brought the need for hotel service and several fine hotels were established. U. S. Highway 40 through the city has brought many tourists to the area in recent years and the hotel and motel business has been consistently good.

The first hotel in Heber known as the McMullin House was built by Mr. and Mrs. Henry McMullin Sr. on the west side of Main Street at the corner of First North. Initially they had their own sleeping quarters a kitchen and two rooms upstairs for rent. Shortly thereafter about 1875, they built a brick building on the same location that had seven rooms for



The Duncan House, popular Heber hotel, is shown here in this 1918 photograph.